

## SOUTH AFRICANS FIGHT ON METEER FRONT

Soldiers From All Sections of Dominion Even Including Dutch Element.

British Headquarters in France, via Ottawa, July 25.—The South Africans, who took part in the successful attack at Metereen, on the Flanders front on July 21, came from all quarters of that dominion and included a goodly proportion of the Dutch element. Forming the right wing of the British force, they advanced farther and faster than any of the other units. Advancing behind a screen and wearing gas masks, the South Africans took the enemy by surprise, although having some trouble with the enemy in shell craters and cleverly concealed machine gun nests. Their casualties, considering the measure of their success, were comparatively light. The enemy so far has not attempted a counter attack on the new British positions.

## POSTAL AIRPLANES COST FIFTY CENTS PER MILE

Washington, July 25.—Postal airplanes are being operated at a cost of approximately 50 cents per mile between Washington, New York and Philadelphia, a statement issued yesterday by the post-office department said. Nine machines traveled 7,236 miles, according to the summary, the cost of the trip was \$3,618.24, with investment, overhead, labor, pilot's pay, gasoline supplies and all other charges estimated at \$3,682. A plane of the army training type showed the lowest cost, 43 cents a mile. Gasoline consumption was said to have been low as compared with military experience. A 400-horsepower Liberty motor used seventeen gallons per hour.

## ARRANGEMENTS MAKING FOR NEXT LIBERTY LOAN

C. C. Nottingham, chairman of the local organization, had a conference Wednesday with Silas Davis, representative of the federal reserve bank of Atlanta. The coming of Mr. Davis is a forerunner of the next liberty loan campaign, which will probably begin the first of October. It is not known what will be the size of the issue, but the state is being put in readiness to meet whatever quota it is assigned.

## COAL OPERATORS TO MEET IN KNOXVILLE FRIDAY

(Special to The News.) Knoxville, July 25.—An important meeting of the Southern Appalachian Coal Operators' association will be held Friday here. Increased production of coal and labor shortage will be among the questions discussed.

## KNOXVILLE TO HAVE BRANCH LARGE TOBACCO INDUSTRY

(Special to The News.) Knoxville, July 25.—A large tobacco industry will locate a branch factory in Knoxville, provided sufficient help can be secured. The board of commerce has been negotiating with the owners, and already offered two sites.

Over 1,000 persons will be employed by the factory after operations are well under way. The industry now has eleven branch factories, manufacturing cigars, and employing 11,000 workers.

## GENUINE INDIANS WERE IN ROLLICKING BUNCH

Bear Banner Through Huntsville Inscribed, "We Are Much Heap Genuine Americans."

(Special to The News.) Huntsville, Ala., July 25.—On their way to Fort Oglethorpe, a rollicking bunch of western selectmen numbering 750, stopped off in Huntsville Wednesday morning long enough to get breakfast and give entertainment to all early-risers. They were all from Oklahoma, and the stunts they pulled were truly western as well as comical. Among them were several full-blooded Indians, the only original Americans, and they carried a banner which read "we are much-heap genuine Americans—the only original." Somewhere enroute the Indians secured some firewater, the other boys said, and wanted to go "over the top" right then. The many amusing pranks they played with passersby were all taken in good humor as they were given. The cowboy was there with his lasso, and not a pickin'ny escaped. One secured a horse and drenched the occupants of automobiles as they passed. A typical old southern darkey came driving by with an old, dilapidated looking mule. In an instant the horse was turned on the darkey and one of the broncho-busters mounted the mule. The old mule suddenly awoke from his lethargy and sent out a Texas broncho, pitching his rider into the middle of the street. The cowboy said the western broncho was a very tractable animal compared to a sleepy looking southern mule. The mothers of these boys need not worry about them.

## DECISIVE TURN IN TIDE OF WAR MARKED

Rene Renault Sums up Situation to Show Breaking Down of German Offensive.

Paris, July 25. (Havas Agency).—The army committee of the chamber of deputies has received very favorable reports from members with the armies in the field on the operations now going on. Rene Renault, president of the committee, thus sums up the observations made: "The powerful German offensive, prepared in secret for more than a month and led by fifty divisions, was in a few days—almost in a few hours—broken up, and then victoriously swept back. It is to the peerless valor of the French soldiers and their American, British and Italian comrades and to the science of the military chiefs who proved unquestionable mastery in the conception and execution of the operations that these results are due. This certainly marks a decisive turn in the war, justifying the profound satisfaction and the great hopes felt by the army committee."

## CONNECTS PRO-GERMANS AND TRACTION TROUBLE

Germans Control Stock in Such Companies and Foment Discord.

Washington, July 25.—Rigid investigation of the possible connection between pro-Germanism and traction labor troubles in various sections of the country is in progress. The bureau of investigation of the alien property custodian has accumulated much evidence regarding ownership of traction stocks and bonds by Germans and their sympathizers. Departments associated with it now are looking into the possible connection between such ownership and labor policies designed to foment labor troubles, especially in cities where war materials are being manufactured.

"There are certain public utility corporations which are carrying German-owned stock on their books," officials at the alien property custodian's office said today. "Very few of these companies actually are controlled by Germans or German sympathizers. There is, however, no doubt that German influence has been developed at certain points. There are also many intensely loyal stockholders, even in companies where German influence is shown and it is necessary to deal with the entire subject in a cautious manner."

Attention of the authorities was first drawn to the street railway companies and other utility corporations as a result of the numerous strikes and when it was noticed that many strikes took place in those localities where important munitions and other war supplies were being made, investigations were started.

Department of justice officials stated today there had been "a general gathering of information for the benefit of other government departments."

Previous to the entrance of the United States into the war, many of the street car companies' stocks and bonds were partly owned by British and German syndicates, sometimes by joint syndicates and sometimes singly. "There is reason to believe," said one official, "that German-controlled stocks and bonds have had a great deal to do with the recent labor troubles. In many cases this undoubtedly took the form of refusing to treat with employees in controversies. In many other cases, too, there is reason to believe that loyal American stockholders have been used by playing on their prejudices."

Results of the investigations into public utilities are expected to be made public some time next week, according to officials of the alien property custodian's office. Francis P. Garvan has been conducting the investigations. The alien property custodian has been receiving information daily, it was stated, tending to prove that enemy-owned stock existed in many of the utility companies.

Batch of Prisoners Four Deep a Mile Long

American army in France that the number of prisoners is increasing hourly. "I saw many on the road yesterday," he says. "In a town behind the Soissons front they were a remarkable sight. Headed by at least thirty officers, the procession, which was four deep, stretched fully one mile."

"They were well-built men, young and apparently in excellent condition, and the happy smiles on their faces confirmed what I was told yesterday—that the enemy morale is low. As they passed the townspeople ironically cried out, 'Nach Paris!' A smile with an assenting shake of the head was the only reply."

"Of two colonels captured, one, a Bavarian, fell to the Americans. So rapid was the American advance that they trapped him and his staff in command of a post in a quarry. He was brought in by a private, who exclaimed as he passed: 'Look at me! I'm a hell of a big guy—bringing in a colonel!'"

"It seems the divisions to which prisoners belong are in considerable confusion. An American unit near Soissons brought in fifty-six prisoners from no fewer than five different divisions. So far captives from seven divisions have been identified by this unit alone. Of the three divisions which have fought this unit one was put out of action altogether by losses, a second badly mauled and a third is now fighting with the remnants of other divisions. Such is the plight of the enemy in this region."

"The American units in the Soissons district alone have captured 123 officers and 5,027 men; also 460 machine guns, a number of field guns and other booty. This is the reply to the Americans to the German war minister's sneers."

"In the Marne region a prisoner who could speak English was asked why he thought the United States had come into the war. 'So Wall Street brokers can fill their pockets with more gold,' was the reply—a statement I often have heard from prisoners. It is evidently spread by the German propaganda department."

## PRESIDENT BROWN AYRES IS GOING TO WASHINGTON

Will Consult With War Industries Board Regarding to Erecting Armory at Knoxville.

(Special to The News.) Knoxville, July 25.—To consult with the war industries board in regard to the erection of an armory to cost approximately \$150,000 and administration building to cost \$500,000, President Brown Ayres, of the University of Tennessee, will leave for Washington within the next few days. The approval of the board will be secured before any construction work is begun. It is possible that the armory will be erected in the near future, although the administration building may not be constructed until after the war and building and labor conditions are more favorable.

## NEW PASSENGER DEPOT TO BE BUILT AT SHEFFIELD

Railroads Take Steps to Relieve Congestion Situation.

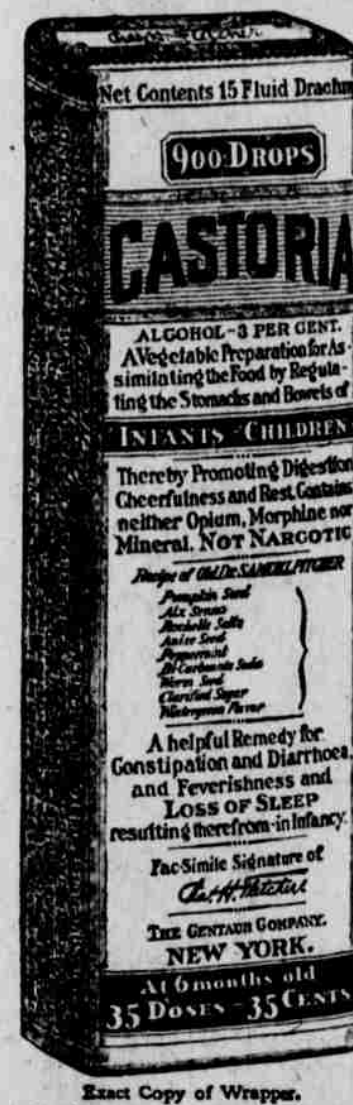
(Special to The News.) Sheffield, Ala., July 25.—A new passenger depot for all the roads running into Sheffield is to be built as soon as the material can be secured. The present affair is entirely inadequate for the handling of the immense throngs of people who load and unload from every train that comes in. Confusion reigns supreme.

## Physicians Recommend Castoria

YOU know the real human doctors right around in your neighborhood: the doctors made of flesh and blood just like you: the doctors with souls and hearts: those men who are responding to your call in the dead of night as readily as in the broad daylight; they are ready to tell you the good that Fletcher's Castoria has done, is doing and will do, from their experience and their love for children.

Fletcher's Castoria is nothing new. We are not asking you to try an experiment. We just want to impress upon you the importance of buying Fletcher's.

Your physician will tell you this, as he knows there are a number of imitations on the market, and he is particularly interested in the welfare of your baby.



## Letters from Prominent Physicians addressed to Chas. H. Fletcher.

Dr. B. Halstead Scott, of Chicago, Ill., says: "I have prescribed your Castoria often for infants during my practice, and find it very satisfactory."

Dr. William Belmont, of Cleveland, Ohio, says: "Your Castoria stands first in its class. In my thirty years of practice I can say I never have found anything that so filled the place."

Dr. J. H. Taft, of Brooklyn, N. Y., says: "I have used your Castoria and found it an excellent remedy in my household and private practice for many years. The formula is excellent."

Dr. R. J. Hamlen, of Detroit, Mich., says: "I prescribe your Castoria extensively, as I have never found anything to equal it for children's troubles. I am aware that there are imitations in the field, but I always see that my patients get Fletcher's."

Dr. Wm. J. McCann, of Omaha, Neb., says: "As the father of thirteen children I certainly know something about your great medicine, and aside from my own family experience I have in my years of practice found Castoria a popular and efficient remedy in almost every home."

Dr. J. R. Clausen, of Philadelphia, Pa., says: "The name that your Castoria has made for itself in the tens of thousands of homes blessed by the presence of children, scarcely needs to be supplemented by the endorsement of the medical profession, but I, for one, most heartily endorse it and believe it an excellent remedy."

Dr. R. M. Ward, of Kansas City, Mo., says: "Physicians generally do not prescribe proprietary preparations, but in the case of Castoria my experience, like that of many other physicians, has taught me to make an exception. I prescribe your Castoria in my practice because I have found it to be a thoroughly reliable remedy for children's complaints. Any physician who has raised a family, as I have, will join me in heartiest recommendation of Castoria."

**GENUINE CASTORIA ALWAYS**  
Bears the Signature of  
*Chas. H. Fletcher.*  
**In Use For Over 30 Years**  
The Kind You Have Always Bought  
THE CENTAUR COMPANY, NEW YORK CITY.

# Supt. R. H. Crox Answers Criticism of the Road Department

A Clear and Concise Statement of Facts—Abundance of Oil now here by permission of the Government. Cost of Maintaining Roads and Comparisons of City Streets and County Roads. Some information for the Taxpayers. The Automobile Tax and other subjects touched upon.

(From The Times of Tuesday, July 23)

Supt. R. H. Crox, of the County Highway Commission, a Republican, gave out a statement yesterday answering the attacks of Sam A. Conner, Republican nominee for County Judge, on the Spurlock road law and the operations of the department over which he has supervision. Mr. Crox says his statement is not made for the purpose of reflecting on anyone, but merely to let the people know the true conditions in regard to the road system and their maintenance in the county. He says he is not a politician and does not want to get into politics, but because of the many misstatements of fact in Conner's advertisement printed Sunday morning, aimed directly at his department, he feels it is his duty to reply.

In answer to the charge that the road authorities are unable to obtain asphalt oil, because the Government will not ship it, Mr. Crox says that by tonight there will be on a sidetrack in Chattanooga 20,000 gallons of the material. One of these cars arrived yesterday, and the Commission's office has been notified that the other car will arrive today.

The following statement was dictated to a Times reporter yesterday by Supt. Crox:

I notice in the Sunday morning Times quite an article printed in regard to the roads and their maintenance, in Hamilton County, signed by Sam A. Conner, and, being Superintendent of Roads of Hamilton County, I think it my duty to answer this article.

While I am confident that the majority of the people are aware of the fact that it is untrue, as far as it concerns the roads of this County, I don't think Mr. Conner has been rightly informed, and I know that his informant is not posted as to conditions that exist; if he is he should not try to deceive the people by making such broad assertions as are quoted in his article, which are wholly untrue. I think a man who runs for the position of County Judge should correctly inform himself as to the true conditions before he tries to inform the public.

First he says the city has 175 miles of streets to maintain, and, in order to have a street paved, it must be done under the abutting property law, and that the property owners must pay two-thirds of this cost, in addition to their taxes. In this he contradicts himself by stating that the city has only \$30,000 a year to take care of its streets. Of course \$30,000, with double that amount paid by the property owners would mean that they had spent \$90,000 on street improvements annually. He further says that, last year, the county had a road budget of \$165,000, which is untrue, and the city department of streets has only \$30,000, and the city has double the mileage of streets to maintain than the county has. Now almost any child in Hamilton county knows this is untrue. You take the suburbs of Chattanooga, outside the corporation limits, including St. Elmo, Alton Park, Rossville, East Lake and a portion of Ridgedale, Churchville, Avondale, Boyce and North Chattanooga. We have more than double the street mileage in the suburbs mentioned than the mileage in Chattanooga proper. As to our main highways in the county we have nearly 300 miles; with the main highways and district roads including the streets in the above mentioned suburb we have nearly 1,500 miles.

He further states that this road work is carried on under the management of some of Judge Cummings' appointees who are drawing \$3600 per year. This statement is untrue. There is not a party connected with the road department that is drawing that amount. He further says there has been no permanent road improvement except that connected with the expenditure of bond funds. There has been no bond funds connected with any road work done in the last year except that of the Suck Creek road and around the end of Lookout Mountain. I built four miles of concrete road east of Missionary Ridge last year, without one dollar of bond money and about fifteen miles of asphaltic oil road without the assistance of bond money.

Mr. Conner speaks of the city people paying in their automobile tax to be spent on roads built outside the city, which he thinks is unjust. The people in the city are not complaining of this, because they know that when they want to use

their cars for a pleasure drive they get out of the city to find it, so I think the people in the city are satisfied with where their money is being spent. We are aware of the fact that we have not got the roads we would like to have, but if the "knockers" will just keep quiet, I think, within the next two years, we will have our main thoroughfares in such condition that everybody will be proud of them. I know that knocking will not improve roads—it takes money and work.

Mr. Conner also mentions that large quantities of crushed stone are being dumped along the highways of the county for the purpose of deceiving the people and getting their votes. He is not aware of the fact that this work has to be done in advance of distributing the oil. I know that we had a little stone along the roads, which was left over through the winter, but if we had had one more week of clear weather last fall I could have cleaned up all the stone that was put out on the road. I continued to distribute oil until the ground was covered with snow last fall, and this condition was unavoidable. Mr. Conner further states that the stone is costing almost twice what it originally cost. I will say that he just don't know, for the stone is lacking about 100 per cubic yard of costing as much delivered on the road as the stone cost last year, as last year I was compelled to buy forty carloads of stone in Knoxville and ship it into Hamilton county for the reason that the local quarries here were unable to furnish the quality and quantity of stone necessary to carry on the work, but this year I made arrangements with the local quarries to furnish all the stone that would be needed this season, and this arrangement was made last winter, before I knew we would be late in receiving our shipments of oil. And in order to take care of this stone according to agreement, and to save expense of handling twice, I have delivered it along the different roads on which it is to be used. By doing this I have had the stone delivered on the road at approximately 100 per cubic yard less than the stone cost delivered on the road last year. The stone cost a little more at the crusher, but shows a saving of 400 per ton freight rate by not having to ship from Knoxville, and makes it a little cheaper to Hamilton county. This is the reason the stone is put on so much in advance of the oil.

Mr. Conner further states that the county authorities know that the oil cannot be had this season, for the reason that the government will not ship it. I think it would be well for his informant to post himself a little better, before saying too much about something he knows nothing about. Tomorrow night, there will be on a sidetrack in Hamilton county, 20,000 gallons of asphalt oil to be used on the highways, where Mr. Conner claims, this stone is being scattered to deceive the people. Now it would look to me that this informant is trying to deceive the people instead of the road authorities. He says that he believes that the county roads can be maintained without the burden of tax on the people, who are already taxed beyond endurance. This, of course, cannot be done. The wear on the roads has become so enormous that, to maintain and improve them, it will be necessary to have the tax funds. I will admit the taxes are high, but what is it that is not high? I think the tax rate is still lower than other things in proportion. Two years ago the farmer sold corn for 75c, wheat at \$1, hay from 60c to 80c; hogs, 4c to 5c; cattle at 5c and 6c, and they paid \$1.50 tax. The laborer received \$1.50 per day for his work. What is the condition today? The farmer sells corn at \$2 per bushel, wheat at \$2.50, hay at \$1.25 to \$1.50; the laborer gets from \$2 to \$3 per day for his work. Now it seems that everything has almost doubled. The farmer has to sell—and, of course, the farmer is the real life blood of the country; he is the man that supports the cities, and must have a road to come to town—so, if the taxes were doubled, as other things have been doubled, from \$1.50 of two years ago, they would be \$3.00 now instead of \$2.20, so I do not think the tax to run our county government is out of proportion any more than other things, and not as much.

These statements are not made for the purpose of reflecting on any one, but merely to let the people know the true conditions in regard to the road system and maintenance of same in Hamilton county. And, as stated last winter, I am not a politician and do not want to get into politics, but I feel it is my duty to answer this article, holding the position that I do with the county, same being directed to the road authorities.

As to the race between Mr. Conner and Judge Cummings, for county judge, that is a different affair. My business is to try to maintain the roads of this county and to improve them. I have all that I can do to look after that without fooling with politics, and I ask that the taxpayers give me their assistance to this end.